

16 KILLED, 93 HURT.

Completes Record of Accidents on Lines in State in 1915.

Columbia, Jan. 3.—Sixteen persons were killed and ninety-three injured in accidents on railroads in South Carolina in 1915, according to the annual report of the railroad commission to the general assembly. Of the people killed four were passengers and the other dozen railroad employees. The commission says that careful and painstaking investigation on their part has "failed to disclose criminal carelessness on the part of the railroad employees," and states that they will use every effort to get a more proper observance of the safety regulations.

The express, telephone and telegraph companies operating in South Carolina have been ordered to report all accidents promptly to the commission, as is required of the railroads.

The three interurban railways of the State, the Piedmont and Northern, the Charleston-Isle of Palms Traction company and the Augusta-Aiken Electric Railway company, are declared to be in good condition. Attention is called to the separation of the races on the Aiken-Augusta line and the improvements in the Isle of Palms line by the building of a concrete trestle between Mount Pleasant and Sullivan's Island and in reinforcing the trestle between Sullivan's Island and the Isle of Palms.

New Rail Laid.

During the year 1915 131 miles of new 80 and 85-pound rail were put down on the main lines of the railroads, replacing lighter rail, and 66 miles of relay rail were put down on branch lines. Approximately 90,000 cubic feet of stone and gravel ballast have been put in; roadbed drainage has been greatly improved by placing of concrete and iron pipes in culverts or waterways, and the renewal of cross-ties has been up to the average. "It appears to be the policy of the larger lines to bring their roadbed improvements up to the highest and most modern standards," says the report.

Great improvement is noted in the terminal and track facilities, which has prevented congestion. "We commend the railroads for the steady improvement of their roadbeds and track," says the commission, asserting that "the physical condition of the railroads is better and nearer the standard of perfection than ever before in this State." In another part of this same paragraph, in speaking of the "safety first" propaganda and the attention given this matter, the commission says: "In spite of the financial depression of the past two years the railroads have steadily kept up their maintenance of way with additional improvements."

The replacing of wooden coaches with all steel structures is commended. Attention is called to the gradual restoration of trains which were taken off during the depression a year ago.

Steel Replaces Wood.

The substituting of steel trestles for wood ones has been widespread, and today three-fourths of all railroad trestles in South Carolina are concrete. Very few wooden trestles are left on the main lines. After the issuance by the commission on March 6, 1911, ordering the replacing of all wooden trestles by modern, substantial structures, the total cost to the railroads in carrying out this order to June 30, 1915, was as follows: Filling trestles, \$219,278.80; ballasted deck trestles, \$343,919.10; steel bridges and viaducts (including filling approaches,) \$1,413,225.10; a total of \$1,976,422.80 spent by the roads on this item alone in South Carolina in that time.

During the past year there were erected six new depots, four were enlarged, five passenger shelters built, while there is one new depot under construction.

Attention is called to the extension by the Carolina, Atlantic and Western of its line from Andrews to Charleston, a distance of 57.4 miles, and of the absorption of this system by the Seaboard Air Line.

The commission refers to its efforts to eliminate grade crossings, but says that while it has authority over such crossings, it has not the power to prorate the expenses of either eliminating or making the safety appliances more perfect.

Danger of Trespassing.

Attention is called to the danger of trespassing upon railroad property. During the past year fifty-two trespassers were killed and 122 injured in this State. The commission directs the attention of the general assembly to the need of remedial legislation to "protect the people against themselves and will stop this great and ever-increasing loss of life."

The commission calls attention to the fact that the Carolina, Atlantic and Western, having been absorbed by the Seaboard Air Line, after the first of last month, the two and one-half cent passenger rate, standard freight tariff and continuous mileage went into effect and became operative on that as the other roads of the State.

PROGRAMME LAYMEN'S MEET.

To Be Held in Columbia on February 6th to 9th.

SUNDAY AFTERNOON, FEB. 6. 3:00 o'clock—"The Task of the Modern Church." Dr. Worth M. Tippy, New York city, pastor Madison avenue M. E. church. "Spiritual Objectives for Men of Business." Dr. Edwin M. Potat, Greenville, S. C., president of Furman university.

7:30 p. m.—About three central union meetings.

MONDAY, FEB. 7.

10:30 a. m.—Meeting of pastors for conference and prayer, led by Dr. Worth M. Tippy. "A Tourist's Views of Missions." Dr. John N. Mills, Washington, D. C. "An Adequate Missionary Motive." Rev. R. W. Patton, Atlanta, Ga., missionary secretary for Southern Province Protestant Episcopal church. "The Big Brother Among the Nations." Dr. W. W. Pinson, Nashville, Tenn., general secretary mission board, M. E. church, South.

TUESDAY, FEB. 8.

9:30 a. m.—The hour of prayer. "The Two Americas." Rev. J. G. Dale, Chester, S. C., secretary Laymen's Missionary movement, A. R. P. church. "Winning China for Christ." Rev. J. A. G. Shipley, Shanghai, China, missionary to China, M. E. church, South; member Baltimore conference, missionary since 1898. "Building the Kingdom in China." Rev. J. C. Lowe, Canton, China, missionary for the Southern Baptist convention. "Financing the Kingdom." Dr. J. T. Henderson, Chattanooga, Tenn., secretary Laymen's movement for Southern Baptist convention; for five years president Woman's college, at Bristol, Va.

3:00 p. m.—Denominational conferences. Baptist at First Baptist church, Methodist at Washington street M. E. church, Christian at Y. M. C. A. hall, Episcopal at Jefferson hotel, Presbyterian at First Presbyterian church.

TUESDAY, FEB. 8.

7:30 p. m.—"The World Crisis and Its Challenge to America," Rev. C. J. Thompson, Raleigh, N. C., field secretary for missions, Southern Baptist convention, Wake Forest university. "A Near View of the Far East." Rev. Wm. McDowell, D. D., Chicago, bishop of M. E. church.

WEDNESDAY, FEB. 9.

9:30 a. m.—The hour of prayer. "Missionary Progress of Recent Years." Rev. J. O. Reavis, Columbia, S. C., field secretary foreign missionary commission, Presbyterian church in U. S. "Missions as a Personal Interest." Bishop McDowell. "The Recent Missionary Opportunity," the Rt. Rev. William A. Guerry, D. D., Charleston, S. C., bishop of the Diocese of South Carolina. "Getting Ready for World Conquest." Dr. D. Clay Lilly, Nashville, Tenn., field secretary Laymen's movement, U. S. and China. Open parliament.

3:00 p. m.—Denominational conferences.

7:30 p. m.—"What I Have and What I Owe Thereby," Dr. J. Henry Harms, Newberry, S. C., president Newberry college. "Leaving Your Mark on the World," Lieut. Col. E. W. Halford, New York city, vice chairman Laymen's Missionary movement in U. S. and Canada. "The Dedication of Our Money to Jesus Christ." Dr. J. T. Henderson, Chattanooga, Tenn.

The end of the convention is the beginning of the campaign. Workable plans for the coming years.

The unchangeable life purpose.

Idiotic Interrogations.

Can a person get wise by drinking sage tea?

Would you call coronation robes reign-coats?

Is a son of a gun any relation to the pop of a pistol?

Can a man be really funny when he has a hollow voice?

What is the best kind of a hammer to use in nailing a lie?

If a man is wedding to the bottle would you call it his spirit wife?

When standing armies get tired do they rest themselves on the seat of war?

The changing of the express rates from the old mileage basis to the zone system is approved, and the commission says the workings of the interstate commerce commission's zone and block system has proven satisfactory in this State "and a great benefit to the public." Attention is called to the decision of Circuit Judge Rice in sustaining the commission in dissolving the injunction proceedings brought by the Terry Fish company, of Columbia, against the commission.

"The commission, through a hearing with the railroads and Pullman company has effected the reduction of the passage of colored passengers on the Pullman cars within the State to a minimum under the operation of the existing federal laws," says the report.

The letter of transmissal which goes with the report to the general assembly was written by Chairman G. McDuffie Hampton.

IN FAVOR OF LEVER BILL.

Agricultural Committee Reports on Warehouse Inspection.

Washington, Jan. 22.—The Lever bill for license and inspection of warehouses for staple and not perishable agricultural products was favorably reported to the house today by the agricultural committee. Chairman Lever said he expected the house to act upon the measures within two weeks.

"The farm marketing machinery in this country has been demonstrated by the war to be seriously weak," says the committee's report. "The inauguration under this bill of a permissive system of warehouses under federal license and bond would go far in the direction of standardizing warehouse construction, storage conditions, insurance, accounting, financing and handling and marketing farm products.

"Cotton, grain, wool, tobacco and like farm products furnish the very best security for procuring credit, yet collateral based on farm products is rated as secondary. We are seeking in this bill to put farm products in such position as to assert their full value and strength through a system affording negotiable investment, by the use of a warehouse receipt of such undoubted integrity that it will flow into the general system of securities and become realizable upon at any time in the general market. The bill proposes to bring all parts of the country into the closest commercial and financial relationship."

Pointed Paragraphs.

Stupid men are never dissatisfied with themselves.

No man who hasn't been tempted is sure of his honesty.

Some people can best make their presence felt by their absence.

The last step as a questionable undertaking may be a lock-step.

Even a prohibitionist makes no kick about the horn of plenty.

A distant manner doesn't lend enchantment to one's view of friendship.

The higher a man gets the more he has to depend on others to hold him up.

It takes a woman chauffeur to steer a baby carriage through a crowd.

Before raising the dust with a touring car it is necessary to raise the "dust" for one.

There must be something wrong somewhere when the night latch fails to tumble to a buttonhook.—Chicago News.

Cause for a Pardon.

Senator Bob Taylor, of Tennessee, says the Pittsburg Chronicle-Dispatch, often told of how, when he was "Fiddling Bob" governor of that State, an old negro came to him and said:

"Massa Gov'na, we's mighty po' this winter and ah wish you would pardon ma old man. He is fiddler same as you is and he's in the penitentiary."

"What was he put in for?" asked the governor.

"Stead of workin' fo' it that good for nothin' nigger done stole some bacon."

"If he was good for nothing, why do you want him pardoned?" asked the governor.

"Well, yo' see, we's all out of bacon again," said the old negro innocently.

Quitting on Time.

Clarence Wolfe Overton, whose department store work has more than vindicated scientific management, in Chicago, said at the Chicago Athletic club:

"My department store's triumphs with 'overhead' have brought in a lot of office and clerk investigations. Some have turned out funny.

"In an office this morning I said severely to a stenographer:

"Is it true that the minute the clock strikes six you drop your machine and hike, even though you're in the middle of a letter?"

"The stenographer took a fresh chew of gum.

"Of course it isn't true," she said. "Why I'd never even dream of beginning a letter when it was so near as that."

Facing a New Problem.

"How has prohibition worked in Crimson Gulch?"

"Fine," replied Bronco Bob. "only it has brought along new problems. The boys is so crazy about drinkin' water that we're afraid there won't be enough left for irrigation purposes."

The Only Way.

Peddler—I have a most valuable book to sell, madam. It tells how to do everything.

Lady (sarcastically)—Does it tell one how to get rid of a pestering peddler?

Peddler (promptly)—Oh, yes, madam. Buy something from him.

Read the Herald, \$1.50 per year.

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Dr. Kilmer's Swamp-Root sells well with us because it invariably produces good results in Kidney, Liver and Bladder troubles. We sold a dollar bottle to one of the inmates of our Soldiers' Home near here, and after using it he brought in about one dozen gravel stones some as large as a pea, which he had passed. He states that he obtained wonderful relief from the use of Swamp-Root.

ERNEST A. BROWN, Lafayette, Ind.

Personally appeared before me this 28th of July, 1909, Ernest A. Brown, of the Brown Drug Co., who made oath that the same is true in substance and in fact.

DAVID BRYAN, Notary Public.

Letter to Dr. Kilmer & Co., Binghamton, N. Y.

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NOTICE.

I will sell to the highest bidder for cash on Tuesday, February 1st, at eleven o'clock, at Ehrhardt, S. C., all the personal property of Jacob Ehrhardt, deceased, consisting of corn, fodder, hay, mules, and arming utensils. J. BEN EHRHARDT, Administrator.

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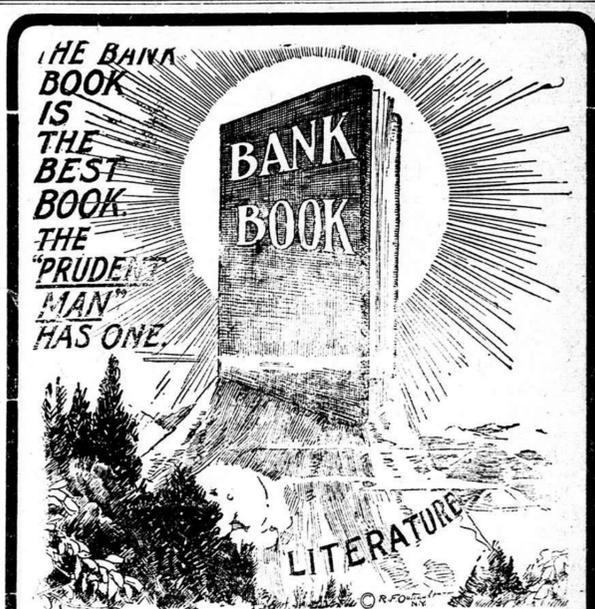
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